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DECEMBER 2014

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Look to the future now it's only just begun

THIS time of year is, traditionally, a time for reflection about where we are – and where we want to be. We are a nation in decline where one in four of our children is living below the poverty line, homelessness is growing, and the bedroom tax and zero hours contracts set new lows for a so-called civilised society and the world's sixth richest nation. Free speech is under attack from the gagging law and legal redress for ordinary workers – in employment and personal injury – is being priced out reach. We don't want to live in that sort of world and, as trade unionists, we fight each day to retain the rights won by those who sacrificed everything in two world wars.

In our industry perverse decisions are being made that challenge the future shape and safety of the railway and many roles within it. Our officers and reps, as always, will be at the forefront to ensure this does not happen. The strength of this union has been demonstrated by the fact that we have not seen the sort of prolonged attacks on pensions, salary and recognition that have happened elsewhere under the dogmatic guise of austerity.

We want to live in a world where employers pay the right rate for the job and workers are not subsidised through welfare; where education and the NHS are available to all at no cost; and our children have a future in safe, regulated industries.

The future should always be one of hope and aspiration so my heartfelt thanks go to the executive committee, officers, representatives and branch officials who have this year, as in the past, strived to ensure that we always look forward and deliver for our members.

And I thank you, once again, for your solidarity and support and wish you and your family a Happy Christmas and a safe and prosperous New Year.

Yours fraternally

Mick Whelan, general secretary



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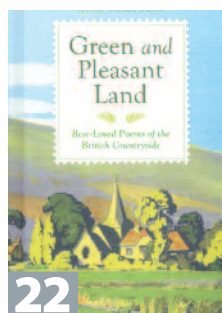
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ABOUT ASLEF

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**More than
just a union**

Ed's pledge ahead of general election

WITH just five months to go before the general election, Labour leader Ed Miliband has spelt out some of the policies which will appear in the party's manifesto in May.

'First, I will undo the damage the Tories have done to our country,' he said. 'I will scrap the bedroom tax, which unfairly punishes the disabled and the vulnerable. I will scrap the Health and Social Care Act, which undermines our NHS. I will scrap the gagging law, which limits our freedom of speech and our right to campaign. And I will reverse the Tories' £3 billion tax cut for millionaires, so we get the deficit down, but do it fairly.'

'Second, I will take on the powerful vested interests that

hold millions back. I will force energy companies to freeze gas and electricity bills until 2017. I will give power back to those who rent their homes, by scrapping letting fees and stabilising tenancy agreements. I will raise money from tobacco companies, tax avoiders, and a mansion tax to fund more doctors, nurses, care workers and midwives for our NHS. I will reform our banks so that they properly support small businesses. And I will stop recruitment agencies hiring only from abroad.'

'Third, I will start to rebuild a fairer, better Britain. I will raise the minimum wage, to ensure that everyone who does a hard day's work is properly rewarded. I will promote the living wage by



Ed Miliband had plenty to smile about at the Labour Party conference until Andy Botham asked him why he wasn't talking about renationalising the railways

giving tax breaks to companies that pay it. I will ban exploitative zero hours contracts. I will bring in a lower 10p income tax rate, cutting taxes for 24 million workers. I will support working parents with 25 hours of free childcare for three- and four-year-olds. And I will help more young people get on the housing ladder

by getting 200,000 homes built every year.'

There was one glaring omission from Ed's early list – a promise to bring Britain's railways back into public ownership. And that's curious because that's a pledge which, polls repeatedly show, would be a vote winner in every seat across the country.

QUOTE...

'HS2 is crucial to the long-term prosperity of this country.' – **Robert Goodwill, Parliamentary Under Secretary of State for Transport**
...UNQUOTE

SPENDING MORE TIME – AND MORE MONEY – GETTING TO WORK

The time – and money – commuters spend getting to and from work has shot up over the past five years, according to a TUC analysis of official figures. Workers in the East Midlands are worst affected, spending an extra 18 hours on the bus or train or in their car.

Lee Barron, Midlands regional secretary of the TUC, said: 'When workers are already working longer for less, it's a blow that they are giving up more of their own time commuting. The East Midlands has been hit really hard by the economic down turn and people are travelling farther to make ends meet.'

Faster than a speeding bullet

The first passengers have travelled – at speeds of 500kph (311mph) – on the new generation of super fast maglev trains in Japan. More than 2,400 men and women, chosen by ballot, were carried on board the Central Japan Railway Company's experimental Shinkansen train for a series of 27 mile test journeys between Uenohara and Fuefuki.

Maglev trains are much faster than Japan's famous bullet trains, which travel at 320kph (200mph). They use a form of magnetic levitation, hence the name, to 'float' above the tracks, which minimises friction and allows them to travel quicker. The trains will comprise 16 carriages, carrying 1,000 passengers, and will be brought into service by 2027.



Hi-tech Japanese maglev trains are much faster than the famous bullet trains

Trains on the HS1 line connecting London to the Channel Tunnel through Kent achieve speeds of 186mph and, on the planned HS2 line, are expected to reach 225mph.

Slower than Stephenson's Rocket



The Rocket: state of the art technology two centuries ago

Nigel Harris, in his comment column in *Rail* magazine, argued that the 'case and numbers' for a High Speed 3 Trans-Pennine railway 'are compelling'. And he went on to tell this story. 'I came to this report [of the City Growth Commission] just hours after a meeting with leading rail thinker Paul Salveson, who told me as we parted that he was giving a talk that night before going home by train to Huddersfield on the Trans-Pennine line the CGC is so disillusioned with. "My train will achieve an average speed of 28mph!" said Paul. That's 2mph less than the 1830 top speed in Liverpool of Stephenson's *Rocket*!'

NORTHERN LINE EXTENSION GETS GO AHEAD

Patrick McLoughlin, the Secretary of State for Transport, has given the green light to a £1 billion project to extend the Northern line from Kennington to Nine Elms and Battersea. Transport for London says it should be running by 2020.



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ASLEF backs Neil and Katy to get Scotland back on track

ASLEF is backing Neil Findlay to become leader, and Katy Clark to become deputy leader, of the Scottish Labour Party now Johann Lamont and Anas Sarwar have stepped down.

Neil, 45, a former bricklayer, housing officer, and English teacher, was elected to the Scottish Parliament as MSP for Lothian in 2011. He is Shadow Cabinet Secretary for Health and Wellbeing. Mick Whelan said: 'We are supporting Neil in his bid to become leader of the Scottish Labour Party and, we hope, First Minister in 2016, because he has the character, the vision, the talent and the ability to deliver for the people of Scotland. Neil understands what Labour has to do to win back the hearts, the minds, and the votes of working



We are supporting Neil Findlay (left) and Katy Clark to lead the Scottish Labour Party

men and women in Scotland.'

Katy, 47, joined the Labour Party at 17, and was a solicitor in Edinburgh and then the legal officer of Unison before being elected MP for North Ayrshire and Arran in 2005. Mick said: 'We have been a long-standing friend and supporter of Katy because of her passionate and powerful political convictions. Katy's vision for the future of the Labour Party, and for the future of the country, is one that we share. She knows what we need to do to get this country back on track.'

Neil is one of three candidates for leader – the others are Jim Murphy, MP for East Renfrewshire, and Sarah Boyack, MSP for Edinburgh Central – while Katy is up against Kezia Dugdale, MSP for the Lothians region.

QUOTE...

'The cost of a Travelcard for zones 1-6 has increased by £440 since Boris became mayor. Tube fares have gone up by way above inflation every year.' – **Sadiq Khan, Labour MP for Tooting**
...UNQUOTE

SUICIDES UP

New figures from the Rail Safety and Standards Board show that suicides on the railway have risen sharply – 10 per cent up year on year – with 155 reported from January to June.

CONFERENCES 2015

The Welsh Labour Party conference will be held from Friday 13 to Sunday 15 February in Swansea. The Scottish Labour Party conference will be on Saturday 7 March. The Scottish TUC is from Monday 20 to Wednesday 22 April in Ayr. ASLEF's annual assembly of delegates is at the Park Inn, Southend, from Tuesday 12 to Friday 15 May. The Durham Miners' Gala is on Saturday 11 July. The Tolpuddle Martyrs' festival, near Dorchester, is from Friday 17 to Sunday 19 July. The Burston strike school rally is at Burston, near Diss, in Norfolk on Sunday 6 September. The Trades Union Congress is at the Brighton Centre from Sunday 13 to Wednesday 16 September and the Labour Party conference is at the Brighton Centre from Sunday 27 to Wednesday 30 September.

500 CLUB: J Robson, with number 47, won the November draw, scooping the RMS prize money jackpot of £350.

Off the rails



PEOPLE LOVE lists and the *Daily Telegraph*, in its travel supplement's recent rail special, listed what it considers the world's finest luxury train journeys. The top ten? The Venice Simplon Orient Express; the Rocky Mountaineer in Canada; the Maharajas' Express in India; the Blue Train between Cape Town and Pretoria; the Eastern & Oriental Express from Bangkok to Singapore; the Trans-Siberian Express from Moscow to Vladivostok and 'the arguably more spectacular' Trans-Mongolian from Moscow to Beijing via Ulan Bator; the Desert Express in Namibia; the Kyushu Seven Stars in Japan; the Hiram Bingham from Cusco to Machu Picchu in Peru; and El Transcantábrico from León to Santiago de Compostela in Spain. What's your favourite (luxury or non-luxury) journey?



HOWARD KAYE, executive committee member for District 5, is standing against Jeremy Hunt in South West Surrey at the general election in May. Howard, out on the stump in Aldershot, Farnham and Godalming got into a discussion about the merits of Labour vis à vis the Socialist Workers Party. 'The trouble with the SWP,' smiled Howard, 'is that they're not socialists, they're not workers, and they don't know how to party!'

THE BEST thing about the *Scottish Left Review* – a bi-monthly magazine with some interesting articles but a desperately dull layout – is the column at the back of the book by the stand up comic Vladimir McTavish. In the latest issue Vladimir, which is possibly not his real name, muses that one reason the Yes campaign lost the independence vote in Scotland 'was down to the throwing of eggs at Jim Murphy,' adding, 'It didn't happen often enough.' Vladimir feels the incident 'illustrates the degree to which New Labour has lost its working-class roots. When John Prescott had an egg thrown at him, he didn't go bleating to the press about "intimidation". He reacted with dignity. By panelling the guy who did it.'



ANDY BOTHAM, the East Midlands Trains driver standing in Derbyshire Dales against Transport Secretary Patrick McLoughlin at the general election, isn't dropping the left-wing rhetoric as some candidates do when they get a whiff of Westminster in their nostrils. Far from it. Councillor Botham has pinned up a poster of Che Guevara on his office wall at county hall in Matlock. And Roo was spotted on a train (as a passenger, not a driver) reading *Bill Brand: The Screenplays* by Trevor Griffiths, the Spokesman Books edition of the celebrated TV series (starring Jack Shepherd, Cherie Lunghi, Geoffrey Palmer and Alan Badel) about a left-wing firebrand trying to influence a right-wing Labour government back in the 1970s.

DICK TUCK, a Democrat and political prankster, after running in 1966 for the California state senate, and losing, was asked for his reaction and uttered the immortal words: 'The people have spoken... the bastards! That's politics, and that's democracy. Merry Christmas...'

I'm gonna ride on the freedom train I ain't gonna live this way again

TOSH McDONALD, ASLEF's vice-president, will lead a delegation of train drivers to a lobby organised by Barnsley trades council outside Sheffield magistrates' court on 8 December when retired teacher George Arthur, 64, and Tony Nuttall, 66, a former health service manager, appear on charges of obstructing the police and not having a valid ticket to travel.

George and Tony were brutally manhandled by British Transport Police during a peaceful protest by South Yorkshire Freedom Riders at Sheffield station on 23 June. Video footage of burly officers, aided and abetted by Northern Rail managers and private security staff, 'getting stuck in' to pensioners and disabled people went viral. Blind people were knocked to the ground, and one man was pushed out of his wheelchair, as police set



about intimidating protesters.

'Some of the officers completely lost control,' said George. 'It appears that Northern Rail and the police decided to "teach us a lesson". The result was one of the most disgraceful scenes ever seen at a British railway station.'

Passengers were protesting about a decision in February by the South Yorkshire Passenger Transport Executive to scrap free travel on off-peak trains because of savage spending cuts imposed by the Conservative-Liberal Democrat coalition.

The campaign, by the Freedom Riders, based on the civil rights protests in the Deep South of the United States in the 1960s, has been partially successful, persuading the county transport committee to restore free travel for disabled people and half fares for older passengers.



Jen Dunstan (left) will be joining Tosh to lobby on behalf of George (above left) and Tony (above), who was brutally manhandled by British Transport Police at Sheffield station

'But we fight on to win back free travel for pensioners,' said Dave Gibson, chair of Barnsley trades council. 'As Graham Kyte, a former SYPTC member, told me, "The only reason you have won some concessions is because of your campaign".'

'We hope to turn the demo in December into a large trade union solidarity protest to show how popular the idea of free train travel for older people is in the wider movement. And to show how shocked people have been by seeing clips of the arrests of George and Tony on YouTube.'

QUOTE...

'Sir James Mathew, an Irish judge at the turn of the 20th century, is said to have quipped that justice, in England, is open to all, "like the Ritz Hotel"' –

The Economist

...UNQUOTE

You can bend but never break me

ALISON MILLER of the Women's Representative Committee reports from the 87th Women's STUC conference in Perth



Dave Moxham, deputy general secretary of the STUC, gave conference an update, explaining that what trade unions do is important because 'better work leads to a better society'. Conference then moved on to motions, which this year included items on maternity, pensions, austerity, benefit cuts, and privatisation. As ASLEF's delegate, I moved the composite motion on the gender stereotyping of toys and spoke in support of a motion relating to staff cuts in the transport sector. Keith Brown, Transport Minister in the Scottish government, addressed conference on day two and spoke at length about the new franchise agreement for ScotRail and the sleeper service. He was then questioned by conference and ASLEF, the RMT and TSSA cross-examined him on the franchising system currently in place. The National Library of Scotland gave a presentation on leading female trade unionists in the history of Scotland. And to close conference we were treated to some light hearted entertainment from comedian and activist Susan Morrison.



Alison Miller (above left) was ASLEF's delegate to the Women's Scottish TUC

TOC CALLS COPS AS FLYBE POACHES PASSENGERS

One of the privatised train operating companies called in the police when a low budget airline put 'its tanks on our turf' and tried to poach its passengers.

First Great Western staff at Exeter were at first nonplussed, and then furious, when Flybe reps turned up at Exeter station and tried to tempt travellers to switch from rail to air with free coffee and offers of promotional return flights for £70. The resulting row ended when British Transport Police were called after FGW management complained that Flybe were causing a disruption.

Andrew McConnell of Flybe said: 'It is regrettable that, in a commercial free market, First Great Western, a company which likes to talk about enterprise and competition and the market, felt it necessary to contact the police to try and protect themselves from Flybe's offer of free coffee in a public space.'

UNDERWATER TRAIN TO IRELAND

A think tank has called for an underwater train tunnel, like the Channel Tunnel between England and continental Europe, to link Wales with Ireland. The Chartered Institute of Logistics and Transport Cymru Wales says the 75 mile tunnel, from Holyhead to Dublin, would be 'a £15 billion major engineering and investment project of European significance.'

They shall not grow old, as we that are left grow old

District 3 Organiser Colin Smith joined councillors Marion Atkinson and Mark Dowd on Remembrance Sunday as men and women, young and old, gathered at a memorial plaque at Old Roan station on Merseyside to pay their respects to rail workers who lost their lives during the First and Second World Wars.

The plaque, displayed with artwork by year six pupils at Holy Rosary school in Aintree, was unveiled by Merseyrail and

Merseytravel in 2010 after a long campaign by ASLEF.

'The plaque, with the names of the brave men and women from the railways, was put up after pressure by Marion and Mark, who has over 50 years' loyal service to ASLEF and the labour movement and who pushed for this plaque to be placed in the open where the public can see it,' said Colin.

'The local community takes care of the site where the plaque is and it is kept to a pristine condition.'



Colin, Marion and Mark at the railwayworkers' memorial on Merseyside

Just a minute

Wayne Hughes, a train operator on the London Underground, and big Arsenal fan – he trades on Twitter as WayneTheGooner – posted this picture of his football-loving son Charlie on Saturday 8 November as Little Lad

Completes His Remembrance Day Minute's Silence. Wayne, who works out of High Barnet, admitted that when he asked Charlie what he was doing, his son told him, 'Be quiet, dad, it's a minute's silence,' as Charlie



paid his own tribute to the fallen, with his Subbuteo players, in the living room, as tens of thousands of footie fans observed a minute's silence before the Saturday games right around the country. 'The

Twitter storm that followed was phenomenal,' said Debbie Reay, branch secretary, Northern life north. 'People were really moved by the little lad.'

QUOTE...

'I felt then, as I feel now, that the politicians who took us to war should have been given the guns and told to settle their differences themselves, instead of organising nothing better than legalised mass murder.' – **Harry Patch**

...UNQUOTE

QUOTE...

'When you go home, tell them of us and say, for your tomorrow, we gave our today.' – **John Maxwell Edmonds**

...UNQUOTE

What a waste of money

Mick Whelan has hit out at Transport for London for wasting taxpayers' money after it coughed up £80 million to a company which failed to deliver on an important contract.

'Three years ago Bombardier were awarded the contract to replace and upgrade the signalling on the sub-surface railway, which includes the Circle, District, Hammersmith & City and Metropolitan lines on the London Underground,' said the GS.

'By December last year it was clear that Bombardier was not going to deliver and the decision was taken to cancel the contract. But I don't understand why TfL wants to reward failure rather than success. It's outrageous that TfL are wasting millions of pounds of taxpayers' and passengers' money.'

The London Assembly Transport Committee has also said it was surprised and disappointed that TfL paid Bombardier to end the signalling contract for sub-surface lines. The committee asked why the company's "woeful failure" was rewarded with "a fat cheque".

ROCK ON, TOSH

I write to thank Tosh McDonald, ASLEF's vice-president, for his participation at this year's miners' memorial service at Rotherham Minster. We felt that he and his good lady were at home, so to speak, with the miners. I guess as a good republican he would have preferred We Will Rock You to God Save the Queen but the fact that people take the time to remember, and pay respect, is uplifting and the service was a testament to this.

Chris Kitchen, national secretary, NUM

Shining a little light on a dark deal

The Campaign for Trade Union Freedom is holding a meeting about the dangers of the hush hush EU-US Transatlantic Trade & Investment Partnership at 6pm on Monday 1 December at Unite, 128 Theobald's Road, London, WC1X 8TN. Speakers include Steve Turner and John Storey of Unite, John Hilary of War on Want, Carolyn Jones of the Institute of Employment Rights, John Hendy QC and Mick Cash of the RMT.

RECORD NUMBERS TAKE THE TUBE

Passengers on the Tube have hit a record high, according to new stats released by Transport for London. TfL says 26.1 million journeys were made on the Underground in the last week of September. That beats the previous record set in the run-up to Christmas last year.



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Best in CLASS

Mick Whelan has called on Ed Miliband to make sure that public ownership of the railway – an enormously popular policy according to every opinion poll – is at the heart of the Labour manifesto for the general election in May. In a barnstorming speech at the Centre for Labour and Social Studies' conference at Congress House in London, Mick spelled out how privatisation has failed the people of this country and what public ownership can do for Britain in the 21st century.

'Public subsidy has soared but passengers



Mick shows his CLASS with, from left, Hilary Wainwright, Cat Hobbs, Clive Lewis and Seumas Milne

are being priced off the railway by the privatised train operating companies. John Major said there would be competition but there is no competition. The Conservatives say their mates make a profit because of the risk but there is no risk. They make a profit or

they walk away. It's no way to run a modern railway.'

Mick was speaking to a packed meeting on Tackling the Failure of Privatisation: The Case for Public Ownership on Saturday 1 November. He was joined on the platform by Cat Hobbs, founder of the pressure group We Own It; Clive Lewis, Labour candidate for Norwich South; Seumas Milne, associate editor of *The Guardian*; and Hilary Wainwright, editor of *Red Pepper*.

QUOTE...

'All political campaigns involve a certain amount of looking voters straight in the eye and lying to them.' – *The Economist* in a leader on the US mid-term elections

...UNQUOTE

Dead men tell no tales

MARZ COLOMBINI reports on a memorial to the two men who died at Itchingfield

In the early hours of 5 March 1964 at Itchingfield junction, three miles from Horsham, a collision between two goods trains tragically left two ASLEF members, driver Mick Guppy and fireman John Myles, dead. Fifty years on, to mark the anniversary, Brighton branch held a remembrance ceremony

in honour of their two lost brothers which included the unveiling of a commemorative plaque. Be it Clapham, Cowden or Itchingfield, our industry has an analytical talent for reducing rail accidents to a collection of facts, figures, findings and recommendations. It is worth wondering to what extent, had Mick and John survived and given evidence to the subsequent inquiry, the findings would have differed. A question that gives rise to the quote on



Mick Guppy's daughter Sharon and son Tim, Brighton branch chair Steve Chatfield, and John Myles' sister Joan and half-brother Paul and the plaque with its quote by John Dryden

the memorial plaque, from *The Spanish Friar* by John Dryden, 'Dead men tell no tales.'

The memorial event held at Horsham station on Sunday 26 October was, first and foremost, about the human side of the Itchingfield crash, and while ASLEF branches across the division were represented, including Brighton, Horsham, Barnham, and Three

Going down of the sun

This year's poppy badge produced by Trevor Southgate, LLC rep, Ipswich, to mark the 100th anniversary of the outbreak of the Great War, raised £3,328. 'I would like to thank everyone who bought a badge and also those members and branches who sold them on my



Trevor presents his cheque to the Bramford branch of the Royal British Legion

behalf, and helped to raise such a great amount,' said Trevor. 'And ASLEF who, once again, gave me their support in allowing me to produce them and by advertising them in the *Journal*.

It's a very worthy charity and gives us a chance to give a little something back to those who fought for our freedom in the past and will continue to fight for our freedom in the future.'

Man from Team Pru

Lieutenant Prunella Ellwood of the 19th Royal Artillery, responsible for providing 'shock and awe' for the British Army on the modern battlefield, was returning to barracks in North Luffenham in December 2011 when her car was involved in a serious road traffic accident near Peterborough. The crash left her in a non-responsive state in hospital, unable to communicate with, or recognise, family, friends or members of her regiment.

Pru, 24, is the daughter of DI Ian Ellwood whose friend Mark Butler, a driver with South West Trains, set up Team Pru to raise

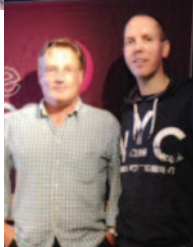
funds to help bring her home.

'Pru's family want to start bringing her home for short visits,' said Mark. 'The army is paying towards structural changes to the family home, while our goal is to raise funds for the specialised medical equipment she needs. So far we have raised more than £3,000, with a lot of support from Basingstoke depot.'

Mark, who weighed 21st in January, has lost more than 8st this year – 'by eating better and running' – and did the Basingstoke half marathon in October in 1:54:36. Mark and Ian have been interviewed by the *Basingstoke Gazette*, and by Tony Blackburn on BBC Radio Berkshire, about their fund-raising efforts. For more details visit www.facebook.com/teampru



Pru Ellwood, daughter of driver instructor Ian (with his mate Mark Butler right), in uniform and out



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Can't you hear the thunder

The challenges facing transport workers are similar right around the world as **DAVE CALFE** and the general secretary found when they went down under



ONE of the tasks of a trade union like ASLEF is to forge links with unions in other countries. Partly because many of the problems we face are similar; and partly because just as companies swap information on how to cut jobs and drive down wages, terms and conditions, so trade unions can share success stories on how to get the best deals for our members.

That's why ASLEF accepted an invitation to the conference of the Rail and Maritime Transport Union in Wellington, New Zealand, from 14 to 16 October. The RMTU has 4,600 members, with 24 delegates to conference, who are elected machinery representatives, plus 23 observer delegates (who can speak, but not vote).

A PRAYER IN MAORI

They opened with a prayer in Maori, and then in English, in memory of members who have died. The conference venue had many posters underlining the importance of health & safety and, as Port Lyttleton had three workplace fatalities in the last year, that made the prayers rather poignant. Conference was conducted in a relaxed and informal way, with delegates – and the top table – liable to a \$10 fine for being late or using mobile phones.

They may be on the other side of the world, 11,500 miles from the UK, but RMTU members have the same workplace issues as we do, which was demonstrated during the international Q&A sessions where our GS spoke about the issues facing train drivers in Britain.

Railways in New Zealand were re-nationalised in 2008 but still have their difficulties; the latest being the purchase of more than 40 locomotives from the Dalian Locomotive & Rolling Stock Company of China, at a cost of \$130 million, which have been plagued by mechanical problems, and have now been found to contain asbestos.

It is shocking that this is happening in the 21st century, a major concern to our driver colleagues in the RMTU, and something that we as a trade union must guard against as the provision of traction becomes ever more global and fragmented.

The RMTU has been campaigning to have their locos and rolling stock manufactured in New Zealand – something I think ASLEF and



Mick and Dave with the RTBU in Sydney (above) and the RMTU in Wellington (top); the Indian Pacific runs 2,600 miles from Sydney to Perth (right); and the Midland line takes coal from Greymouth to Christchurch (below right)



our sister trade unions should be doing more of here in the UK.

To give a small comparison on pay, their Metro passenger drivers earn \$34 per hour for a 40 hour week (80 hours over a fortnight) with a five day week; five weeks' annual leave plus bank holidays; 6:30 minimum turn length; 9:45 maximum turn; five days' sick pay per year and no workplace pension. Union subs are \$36.40 per month.

PASSENGER AND FREIGHT

On 20 and 21 October we met the New South Wales Rail Tram & Bus Union at the quarterly meeting of their drivers' divisional council in Sydney, Australia. Delegates and reps meet quarterly at their offices to develop policy and discuss developments. They have just changed their structure to make sure they have guaranteed passenger and freight reps on their executive committee, elected by the relevant section.

When we met them, along with our colleague Derrick Marr from the RMT, the issues raised were again very similar to those we hear at our branches and depots on a daily basis. For example: rosters; proposed in cab CCTV monitoring; forward facing cameras; fatalities; pensions; DOO; overtime; members making agreements for themselves; and, er, 'Will you stop sending us British managers?' The freight industry in New South Wales is privatised but the passenger companies are still state run.

The industrial relations landscape in Sydney and New South Wales is influenced by whoever is in power politically, with the NSW transport minister recently withdrawing all staff car parking spaces, giving them to customers and making it unlikely that drivers and train crew will be able to attend work on

time while looking for a parking space!

Drivers' terms & conditions in Australia are negotiated between the employer and the trade union and cover only those employees who are members of the union. Called enterprise agreements, they can last from one to four years and if, at the end, no new agreement is reached the existing EA remains in place; but if there is no increase in salary or improvements in T&Cs, the union can give notice of industrial action.

ENTERPRISE AGREEMENTS

One EA for drivers in NSW is with the Pacific National freight company. It has an annual contract of 1,976 hours (190 hours included for five weeks annual leave) managed over a 16 (608 hours) or 20 (760 hours) week cycle for a salary of \$81,217. The maximum shift length is 9 hours if single crewed; 11 hours if double crewed. Pensions are provided. Union subs are \$54 a month.

It was also interesting, given the view by some, larger, UK trade unions, that ASLEF should become part of a larger trade union, that in both New Zealand and Australia the recurring piece of advice offered was for us to remain as 'an independent train drivers' union.' A good lesson to bring home from the other side of the world.

Dirty deal that's a direct attack on democracy



ROY LUXFORD of Three Bridges reveals the truth about TTIP which neoliberals on both sides of the Atlantic don't want you to know

What do you know about the Transatlantic Trade & Investment Partnership? Not a lot? Well, here's a crash course to bring you up to speed. We need to be concerned because this is one of the most dangerous, and invidious, trade deals ever done.

TTIP is a proposed free trade agreement between the European Union and the United States of America which would hand enormous powers over to big business, threatening public services, workers' rights, food safety and the environment. It is a direct attack on our democracy.

SECRET COURTS

But all our political parties, except the Greens, support this agreement on the grounds that it will 'make us better off'. The Labour Party backs the idea, but not the right of companies to sue governments, and the Liberal Democrats are adopting the same stance. But the hypocritical Conservative Party, which wants to repatriate laws from the EU, including those that gave us the working time directive, paid holidays, and the right to sickness leave not counted as holiday, is prepared to enter into an agreement being negotiated in secret by the very bureaucrats they like to criticise on a daily basis.

This trade agreement, if it goes through as drafted, will give multinational companies based in offshore tax havens and US corporations the right to sue democratically-elected governments which pass laws which, they think, will affect their profits or shareholders. And such claims will, shamefully, be heard in a secret court with no right of appeal. What price democracy?

The #noTTIP Times reports that Slovakia was forced to pay €22 million to the insurer Achmea when it tried to introduce public health insurance. Egypt is being sued by Veolia for \$80 million for raising the minimum wage. Argentina has coughed up more than \$1 billion after being sued by water and electricity companies (including EDF) for freezing utility prices. Australia is being sued by Philip Morris for protecting public health by introducing plain cigarette packets and the tobacco giant has threatened to sue the UK government if it follows suit. And Canada is being sued for \$500 million by the US drug company Eli Lilly because it refused a patent on one of the firm's drugs (it doesn't do what the company claims) and is, consequently, 'depriving us of expected future profits.' It's outrageous!

NO PUBLIC OWNERSHIP

And it means we would be unable to bring industries, like the utility companies, and our own railway industry, back into public ownership as the companies that own or operate these industries would be off to the secret court to stop it.

The Council of Europe would give big business, and their oily lobbyists in Brussels, the right to be involved in the law-making process long before any public democratic debate takes place.

Food safety, consumer protection, the environment and many other areas would be jeopardised because 'free trade' and the right of capitalist companies 'red in tooth and claw' to ride roughshod over

regulations to protect people would take precedence. TTIP would entrench in law privatisation – allowing a few to exploit for private profit what should belong to us all – and the capitalist model of running an economy which has failed most of the people of this world.

Medicines will become much dearer as companies act to prevent inexpensive generic treatments being produced and brought to market. Data exclusivity will mean that clinical trial data can only be used by the company that paid for the trial. A similar rule forced the Jordanian government to spend an additional \$22 million on brand name drugs between 2002 and 2006.

STANDARDS AT RISK

TTIP will also allow the big pharmaceutical companies to sue countries that use their legal right to access generic medicines in a health emergency. Countries around the world are already facing lawsuits for implementing proper public health policies from multinationals more interested in making money than saving people's lives.

The safety standards on which



we rely for everything we buy will be put at risk by TTIP as will the energy and climate policies needed to save our planet. Ditto the new financial regulations designed to prevent banks from gambling with our money and creating another global economic crisis.

The world's biggest industrial conglomerates, agribusinesses and financial service providers want to rewrite these safeguards and enshrine 'corporate rights' behind closed doors. So if genetically modified Frankenstein food doesn't make it through formal negotiations, 'regulatory co-operation' will give agribusiness a permanent mechanism for promoting these dangerous products.

Please contact your MP and MEP and make your views known, as if this goes ahead, as currently drafted, we might as well not bother electing any representatives ever again.

◉ We published a letter from Paul Williamson, headlined **Trans-Atlantic Trade Deal is Assault on British Democracy**, in the June edition of the *Journal*. In August, in her article *The Secret EU Deal Which Could Undermine Us All*, Katy Proctor shed a little more light on the treaty about which politicians are loathe to come clean. And last month we reported how Tosh and Nicky McDonald joined a demo in Doncaster to protest about the media silence on the proposed dirty deal between the European Union and the United States.

I, I WILL BE KING AND YOU, YOU WILL BE QUEEN WE CAN BE HEROES, JUST FOR ONE DAY



**National organiser
SIMON WELLER
joined British Rail in
1987. Here he**

**reflects on the changes he's
seen, and some of the
inspirational characters he's
met, in a life on the
footplate as a train driver
and trade union activist**

WHY do some members become ASLEF activists or politically active in any form? This was a question I was asked recently and, in many cases, it is hard to say. But, for me, it was an accident, nothing planned, no great design; just a sense of 'that's not right.'

It also has to be said at the outset that there was a great deal of encouragement from a particular member: Dave Griffiths, who made it his business to ensure that the young upstarts at Aberystwyth were encouraged 'to get involved' and have their say as well as 'have a go' as branch officers. There was also Mick Richards, another ASLEF man through and through, who showed me how to handle a train. A tale in itself...

TRACTION TRAINEE AT WATERLOO

My entry into the footplate grade was nothing unusual – I was at a bit of a loss for a job after my initial choice fell apart (light engineering was not such a great career choice in the mid-1980s as the recession bit deep) – so I stumbled into a job as a traction trainee at Waterloo at the giddy pay rate of £72.40 a week. 'This will do for a couple of months,' I thought...

It was not a bad job (although drivers would always say it would get better, one day) and a decision to move as a driver's assistant from Waterloo to the small depot at Aberystwyth was one of my better ones. Although basing a career

move on memories, as a child, of enjoyable family holidays in the area is possibly not the most mature approach to a career move.

It was a very unusual depot at the end of a branch line that seemed to move back in time as it progressed to the Welsh coast. Unusual and retro to the extent that there were still steam engines on the narrow gauge line out of Aberystwyth operated by British Rail until 1988. Their sell off precipitated the depot's closure in 1989: perhaps the first taste of rail privatisation. There were some great ASLEF stalwarts at Aber amongst the establishment of ten drivers, who provided an incomparable education for a 19-year-old like me. The fact that Aberystwyth was a holiday destination, university campus and had a nurses' training hospital also had certain appeal for a young second man about town.

TRADE UNION YOUTH CAMP

But let's fast forward nearly 28 years, leaving behind the misty-eyed nostalgia, and return to the original question. Why, when you've got the job, do some people become activists and where do they come from?

For me, it was the encouragement of Dave Griffiths, who suggested I attend a trade union youth camp, very common things back in the day. In many ways, this event shaped my political outlook and trade union activism.

It was a ten day youth camp for young trade unionists from around the world, held in the German Democratic Republic (East Germany, as was) to see 'socialism in action.' It is at this point that one of life's lessons was learnt. Never trust a country with Democratic in its name for they are usually anything but (cf the Democratic Republic of Congo, the People's Democratic Republic of Korea, the Lao People's Democratic Republic, etc).

Seeing the destructive effect of an authoritarian Stalinist state up close, through the eyes and the experiences of citizens from the GDR, some of whom became lifelong friends, changed my perception of authority. It was not something to defer to but something to be

challenged – wherever it lay.

The disconnect between what was preached in East Germany and what was actually happening made me more determined to effect change at home. Those experiences gave direction and conviction to my approach to ASLEF.

A FRIEND'S FLAT IN BERLIN

As I write this, sat in a friend's flat in Berlin, it is the weekend celebrating the 25th anniversary of the wall coming down, an event I ridiculously missed by two hours back in 1989 (although I may have one of the last stamped exit visas from that particular day) but it serves to draw a neat parallel.

The last 25 years have been tumultuous for ASLEF – preparation for privatisation, and privatisation itself, changing the fundamental nature of the railway here in Britain. The imposition of new bargaining machinery in an attempt to break the union's hold on negotiations and a total shift in the footplate grade's demographic could have meant the end of what was, in many ways, an old fashioned, traditional, craft union.

It was not the end because we used the changes to create a seismic shift away from the culture of the past with huge improvements in salary from £11,500 then to an average now of £44,000; from one rest day every eight weeks to the four day week we enjoy now; and the abandonment of an unfair and non-guaranteed bonus system to clean salaries.

We now had a bargaining machinery led by lay reps who knew their areas, who took ownership of the drivers' charter, and responsibility for their actions. The industry's attempt to localise the nature of negotiation allowed the reps, as part of an overall strategy, to





control overtime. And we used that control as a lever to create new jobs and improve long-term conditions across the whole of our profession.

NEXT GENERATION OF DRIVERS

In addition, despite the nature of the railway changing following accidents, reorganisations and outside ideological interference, we have fought ferociously to defend our members and the security of our employment.

Although there were what could politely be described as adventures, distractions and disagreements along the way, there was always clear direction in the form of the ASLEF charter and commitment from the reps at all levels to ensure the creation and defence of good jobs for the next generation of train drivers.

However, what of the next generation of ASLEF activists, where are they coming from? With the demise of the driver's assistant the supply of young workers joining the railway in their teens is no more and neither, fortunately, are the politics of the Cold War. So how do we react to the generational change within our membership that has quietly occurred over the last 25 years?

SPACE TO MAKE MISTAKES

I think we still need to take a leaf out of Dave Griffiths' and Mick Richards' book and give encouragement and support to those who show an interest. They may not be kids straight out of school nowadays but the next generation still need the support and space to make their mistakes and learn their lessons through doing – none of us has a monopoly on what is right or wrong.

We all still have huge battles ahead, particularly as the wider politics of the day become increasingly unequal, small minded and



spiteful. The broad political understanding of the past has given way to a narrow economic orthodoxy that is short term and unfair in its nature.

We might be seeing ever more people tricked into voting against their own interests at the next general election but we must ensure that whoever is representing ASLEF members 25 years hence does so from a position of strength. We must all give consideration to who will be standing in our shoes in the future – the graveyards are full of indispensable men – and we all need to be preparing and encouraging the next generation of ASLEF men and women.

Clockwise from top left: Simon on the footplate in 1987; the last days of steam; the Aberystwyth crew (back row: Bob Perry, Mick Richards, Mike Elkins, Graham Beck, Stuart Hill, Simon Roderick, Steve Clements, Eirwyn James, Jim Teague; front row: Dave Griffiths, Murray Dodds, Steve Jones, Simon Weller); east west Heroes standing by the wall: Peggy Bauch (GDR), Graham Mackenzie (Bristol), Simon and Mark Thompson (Brighton) in East Germany in 1989; Simon's exit visa on the day the Berlin wall came down; addressing the TUC; at Castle Cary in 1992; Mick Richards looks worried (and unimpressed) as Simon proves it is possible to break a steam engine ('There was a great deal of BR top brass in the vicinity but we managed to fix it without anyone finding out'; Dave Griffiths takes a break

Stay put, I want to go hard work, bad show



EC member HOWARD KAYE and District 5 Organiser NIGEL GIBSON hand in their end of year report for a



district that covers London, the East Midlands and East Anglia

WE ARE seeing many changes in the passenger world with franchises being carved up, rehased or renewed. While it may be naïve to expect those at the Department for Transport and Transport for London to consider the men and women who have a railway career it is, nonetheless, frustrating to see the effects of these decision makers. Whether it is talk of the Norwich to Liverpool service being transferred to Northern, the creation of the TSGN franchise, the implementation of Crossrail, or the transfer of West Anglia inners to London Overground, our members suffer as a result of the uncertainty.

SHOWED SOLIDARITY

After National Express, through c2c, won the Essex Thameside franchise, they announced their intention to implement 12 car DOO working, which was part of their invitation to tender, along with a significant change to service patterns. We were amazed to see the list of stakeholders consulted while the trade unions representing those whose careers, and livelihoods, depend on their decisions, were not invited to have a say. TUPE discussions have been concluded and we will continue to work on behalf of members to ensure their best interests are served.

On Abellio Greater Anglia there is wholesale change with West Anglia inners being moved to TfL, meaning 86 Chingford drivers will be TUPEd across, with the service being operated by LOROL from 31 May. Those Chingford drivers remaining with Abellio Greater Anglia will almost certainly be relocated to

Liverpool Street.

The depot at Gidea Park, along with all driver grades, around 56, will TUPE to Crossrail as of 31 May along with approximately 33 drivers from Ilford. Crossrail will be operated by MTR on behalf of TfL; they will look to increase their establishment of drivers to around 400 in the coming years in order to meet their service commitment by 2019.

PRODUCTIVITY PACKAGE

Earlier this year our members on the former First Capital Connect showed their solidarity following the dismissal of one of our members from the district and, by doing so, ASLEF managed to establish a satisfactory resolution.

In the freight industry, when contracts are won or lost our members suffer. But we have some positive achievements in the last year: the ringfencing of rest day payments and an above inflation increase at Freightliner Heavy Haul; an agreement with Freightliner Intermodal to implement an employer justified retirement age, subject to ballot; improvements in conditions, such as the introduction of salary protection following removal from driving through competence or ill health, at GB Railfreight; and the introduction of a productivity package negotiated by ASLEF, led by the national organiser, which delivered a significantly improved salary at DB Schenker.

We have worked closely with the district's Representative Committee members, looking at new ways of engaging our members, and the wider industry, on equality and diversity.

While it is saddening to report



Howard and Nigel with one of the district's branch banners; trains from two of the companies on their watch; and the Kursaal in Southend, the town where AAD is to be held next year

that Parkeston branch is likely to close, the other 20 branches in the district continue to thrive and we will attend as many as possible in 2015. This year we organised a number of successful events including seminars on employment law and health & safety, and the district was represented at the traditional May Day march in London; the Durham Miners' Gala and Tolpuddle festival in July; the 100 year celebration of the Burston strike school in September, and the TUC's Britain Needs a Pay Rise rally in October. We also organised and attended the 30 year commemoration of the miners' strike at Orgreave.

REAL PEOPLE

District 5 will be represented at the Labour East conference in Ipswich with a full delegation, Mark Reynolds and Mark Daniels, with Les Bennett and Wendy Hurst also having seats on the board; Mark Steele continues to work on our behalf as a member on the executive committee of the South East Regional TUC. We have been represented on the Trade Union Labour Organisation by Mark Daniels.

We believe, as an affiliate to the

Labour Party, that we should help those candidates who support our policies as a trade union. At Norwich branch recently we had the opportunity to listen to Clive Lewis who talked about his passion for improving the lives of working people. There are some excellent candidates in our region; as well as Clive, there is Lisa Forbes in Peterborough, Polly Billington in Thurrock, and Lara Norris in Great Yarmouth. We need real people from real backgrounds representing our region in parliament; it's time that red came back to the map of East Anglia.

In 2015, ASLEF's annual assembly of delegates, the parliament of our proud trade union, will be held in District 5 for the first time since 1966. We would encourage members to take the opportunity to visit and see how policy is created in a democratic trade union in the 21st century.

Sometimes, perhaps, we focus too much on our shortcomings rather than on what we have delivered. We would like to place on record our thanks to all the hard working reps throughout the district who have achieved so much for members this year.

All the cats are at the High School rocking



ASLEF education co-ordinator **SHIRLEY HANDSLEY** reports on the success of a union project

A SLEF is a trade union that understands the importance, and promotes the idea, of lifelong learning. That's why our education project supports union learning reps in setting up activities, in and around the workplace, to provide members with an opportunity to learn and develop their skills at whatever age – and stage – they are in life.

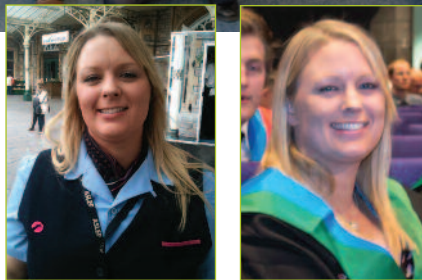
Our ULRs are backed by our project workers – Ian Beckett, Chris Nutty, Emma Penman, Alan Reid, Julie Rutter and Mike Tansey – as well as Kevin Lindsay, the district organiser who oversees the education project for the union, and is passionate about its work.

'Education is not the filling of a pail, but the lighting of a fire.' – **WB Yeats**

Kerry Cassidy, a driver with First Great Western, was virtually written off at school, despite getting good GCSE grades. The struggle of juggling school and living on her own, on benefits, became too difficult and, at the age of 16, she dropped out of sixth form.

In 2008 Kerry joined the railway as a train driver but in 2009 she was diagnosed with a long-term medical condition. Concerned that she may not be able to continue driving trains, she put together a business case to her employer and secured funding for a degree course through the Institution of Railway Operators.

Kerry graduated in 2014 and became a union learning rep. ASLEF provided the



East Coast main line staff pick up their certificates from chief executive Karen Boswell (top); Kerry Cassidy at Bristol Temple Meads (left) and (right) getting her degree

structure to enable Kerry to grow and develop under the supervision of an education project worker. She receives ongoing one to one support and guidance. ASLEF organised a stage 1 and 2 residential training course, providing opportunities to learn from tutor-led discussions as well as from fellow drivers from different TOCs.

With our encouragement Kerry has grown in confidence and helped people from all grades to find and fund suitable courses, for a mixture of enjoyment, career progression and future security. She has built trust with colleagues who have seen her study hard for her degree at break times over the years. She is also a mum and knows first hand about the challenges of bringing up a child, working shifts and continuing to study.

Kerry knows that nothing is certain. No job is guaranteed for life. Ill health can come out of nowhere and have a serious impact on your career and life choices. That's why she has been actively enrolling learners at Bristol Temple Meads.

'One of her learners has already had a promotion,' said project worker Emma Penman. 'Managers were impressed he was studying for the team leader level 2 certificate

on which Kerry had enrolled him. Staff who left school with few or no formal qualifications, and who now want to learn so they can help their children or grandchildren with schoolwork, are asking her for help. Kerry's work is not only having a positive impact in the workplace but is also reaching out into the community.'

'Education is the most powerful weapon which you can use to change the world.' – **Nelson Mandela**

Darren Routledge, who works for East Coast, has been driving trains for 13 years. He left school with no academic qualifications and had never considered learning again until two years ago when he saw English and Maths courses being promoted by the education project at his depot in Newcastle.

'I left school without any qualifications, but it didn't seem to matter much at the time. I would never have given a thought to trying to gain qualifications, or develop my full potential, had it not been for the education project at Newcastle Central. When I heard about the courses I decided to give it a go. Although I thought my Maths wasn't too bad the course opened my eyes to how much easier life could be with good Maths skills. I can now understand graphs and pie charts, too!

'The course had such an impact I wanted to help my work colleagues improve their skills, too. I could see lots had never had the opportunity to fulfil their potential. That's why I became an ASLEF ULR. To give others the chance to achieve.

'I've got Sunderland College on board and am currently promoting English and Maths courses at Newcastle. I've really got the learning bug now. I've never stood for any position in ASLEF before but am so excited about my role as a ULR. I know from my own experience that I have not really fulfilled my potential. I wanted to change that and help others do the same. Some people think the same as I did, that they are too old to learn. The main thing that drives me is now I know you are never too old to learn or consider personal development.'

EDUCATION STATION

'ASLEF played a key role in establishing the Education Station at Newcastle Central and in establishing a culture of learning on Tyneside, working in partnership with East Coast, training providers and the other rail unions,' said Mike Tansey. 'The drive and enthusiasm of the ULRs has seen 55 colleagues gain English, Maths and IT qualifications at Levels 1 and 2. Further courses are being planned.'



Mick, Dave and Dicky with the Birmingham crew

Bolder to Birmingham

The chair of Birmingham New Street (incorporating Birmingham Snow Hill and Coventry) welcomed GS Mick Whelan, Dave Calfe, EC member for District 6, and our District Secretary Dicky Fisher to our branch. Mick gave us a state of the nation speech and reminded us that only a Labour government, elected next year, will be good for the railways and to spread the word!

The GS then presented long service awards including three 40 year badges to Martin Bromage-Griffiths, Mick Naughton and Bill Hayden. There were other badges presented, ranging from five to 35 years' service, and we also said goodbye to two Coventry drivers – Mick Heaton (after 12 years) and Mick Baines (11 years) – who are retiring on health grounds. After the presentations there

was a buffet for all and then the usual drinks in the bar and lots of tales of old!

In the picture above are, from left to right, Lee Henderson, Phil Bennet, Phil Cowell, John Healey, Gary Bramble, Bill Hayden, Martin Bromage-Griffiths, Alan Ball, Kevin Young, Dicky Fisher, Mick Whelan, Darren Parker, Gary Ward, Dave Calfe, Noel O'Rourke, Steve Watts and Pervais Elhai.

Martin Bromage-Griffiths, branch reporter



Simon, Dicky and Nigel with the Saltley crew and (right) David Hines, who managed to miss the group shot

Salt of the earth

A well-attended Saltley branch welcomed national organiser Simon Weller and district organisers Nigel Gibson and Dick Fisher. Simon outlined the importance of the political fund to ASLEF and its members. It was a night for presentations. Retired members Ian Clarke (ex-XC company council); Michael Farkas; Stuart Howells; Steve James (ex-XC

h&s rep); Alan Tregenna and Ray Willcock all received their 50 year medallions. Paul Adlam and Phil Kirk were presented with their 40 year badges. Further badges went to Stuart Edwards (35 years); vice-chair Alan Priseman (30); Nigel Attwood, Raj Kumar, Neill Pearson and Dave Whiles (25); Dave Hines (15) and Simon Heeley (10). At the following branch,

Gareth Evans was presented with his 50 year medallion and Dave Millward received his 10 year badge. Two further 50 year medallions were presented at a retirement event, held at Tyseley Railway Club, to ex-DO Fred Orton-Jones and John Pritchett. In total that's 680 years of ASLEF membership proudly honoured!

Michael Clatworthy, branch secretary

Upcoming events

THREE BRIDGES – SUNDAY 7 DECEMBER

All current and retired members are welcome at an informal gathering following our AGM at Three Bridges football club, Jubilee Walk, Crawley, West Sussex, RH10 1LQ. From 2pm with buffet provided. Details from Roy Luxford (07778 870937) roy@royluxford.org.uk or Paul Eden (07952 482443) paul@homerdaz.com

Thanks, brothers and sisters

On 26 February 2013, I had a massive stroke, which left me in a wheelchair and out of work. After 24 years on the railway, I have made some great friends and, with thanks to ASLEF, I retired on ill health grounds in June this year at the age of 46. I had to put pen to paper to show my appreciation for everyone who supported me. To my colleagues from all over the UK, and ASLEF, your get well messages and financial support was outstanding. My family – my partner Lisa and our one year old son Dean – were amazed at your unity. Thank you very much! To my home depot, Chester, and everyone on the North Wales coast, all depots under the ATW umbrella and the DEVA railway fund, your generosity has gone above and beyond the call of friendship and will never be forgotten. To my old depot, Birkenhead – great depot with great people – thank you for all of your support. Special mention for



driver Greg Lee, top bloke and friend, ex-drivers Kenny Hewitt, now driver manager, Chester, and Martin Tumath aka the Ferryman, cheers, lads! And to Colin Smith, District 3 Organiser, whose experience and knowledge was invaluable – a special man and friend who stood by me 24/7, come rain or shine. If you get a chance to join ASLEF, do it! If they can help you, they will, in a big way. If you want to join a union which is run for people like you, by people like you, then this is the union for you.

Martin Murtagh, Chester



Marz Colombini, EC member District 1, presented District 1 Organiser Graham Morris with his 35 year badge at Southampton Northam, with permission from Graham's branch London

Bridge. Graham started as a traction trainee in 1978, worked as a second man at Bedford and Peterborough, gaining driver status at London Bridge in 1983. Graham has held various positions in ASLEF, including LDC and company council, and is currently branch chair at London Bridge. He opened Northam branch in July 2003 and has been a regular visitor since, and we would like to express our appreciation for his support. Alan Loughlin, Southampton Northam branch secretary



Late night line-up: Andy Hudd, George Heslop, Brian Stone, Vicky Bentnall, Kevin Cannon, Alan Sheppard and Brian Corbett while (right) Sooty hands Alan Sheppard his 50 year sweep



Fifty up for Shep

Reading branch held its usual monthly meeting on Wednesday 29 October at the GWRSA. In attendance were DO Brian Corbett and newly-elected EC member Andrew Hudd, who gave both reports on current – and future – events in District 7 and

attended our beer and badge session afterwards. It was good to see them because Reading is a large depot, with just over 200 drivers and trainees, and more coming into the grade in the coming months. The beer and badge session was held to present members with ASLEF long service awards, ranging from five to 50 years, and one retirement. First up was branch chair Vicky Bentnall for her five year badge,

followed by Brian Stone and Peter Sprules (15) and Kevin Cannon (25).

We then came to Alan Sheppard, now retired, but still an ASLEF member in the RMS, receiving his 50 year medallion and, finally, JD Heslop, better known as George, who retired after completing over 25 years as a driver, on top of 22 years in the Royal Navy.

Paul Sedgebeer,
secretary

Leicester branch was attended by 18 members with guest speakers Richard Hurst (Toton) who gave a DB Schenker company council report, and DO Dicky Fisher who gave a report and presented branch chair Ian Farnfield with a retirement gift. Ian has been a loyal ASLEF member for 40 years and branch chair since 1999. He is retiring early to enjoy quality time with his wife Sue. I would like to take this opportunity to thank Ian on behalf of the branch for all of his hard work and we wish him the very best for the future.
Matt Fowkes, branch reporter



Dicky Fisher, Ian Farnfield and branch secretary Mick Poultney

It was a great honour and a privilege for Portsmouth & Isle of Wight branch to witness the presentation of 40 year ASLEF badges to Martin Corcoran, Dave Simmonds and Gary Daish. Between them, they have accumulated 120 years' membership. All three have been loyal to ASLEF throughout their railway careers. Their railway knowledge is outstanding and they are always willing to give great advice.
John Glazebrook,
branch secretary



Andy Movember

Nottingham ULR Andy Wakefield has an impressive upper lip appendage and those of us who know him see him constantly fiddling with it and grooming it. So it was no surprise when he entered the British Beard & Moustache Championships in Bath, in the, er, freestyle category, which means you can wax it any way you like. He also dressed to impress, as a turn of the century boxer! Andy did us proud, coming home as runner-up, and now has his eyes, and tweezers, on the



Andy (left) boxing clever

world championships in Austria next year. And he raised a lot of money for bowel, prostate and testicular cancer along the way.

Nottingham LLC

● Please send your branch news to journal@aslef.org.uk



Mick Holder looks back to December 1914 and a Christmas at war

DANGER OF THE BATTLEFIELD

The new editor of the *Journal* reported: 'The war still drags its weary and horrible length along. But there appear some signs of hope that the Prussian military monster may yet be scotched. The railwaymen are doing their share in providing fighting men. I understand that up to September over 57,000 railwaymen had joined the colours. So it would appear that men engaged in the various lines of mechanics are also largely imbued with the military spirit. Or is it that their conditions of service and low wages make it more easy for the men to exchange them for the roar and danger of the battlefield?'

CYFARCH GYMRY

The new editor started a Welsh language page, Cyfarch Gymry, (Greetings Wales) by Tegid and the union's new general secretary, J Bromley, went to Port Talbot branch 'to present the incapacitation grant, £100, to Brother R Brew, who, unfortunately, has lost the use of his right hand by an accident of duty'. Mr Bromley pointed out that despite the accident preventing 'him from following his occupation as engineman, how fortunate it was that he was wise enough to belong to a trade union that provides for such accidents.'

SILENT TRIBUTE

Colwick branch reported: 'Before the usual business members rose and paid a silent tribute to the memory of the brave dead who have fallen on the battlefield.' And after business was concluded: 'But hark! A round of applause. We look round. What is it? A stalwart figure in khaki, Brother Leonard Skelton, of the South Notts Hussars, come to have a look at us before leaving for France in a few days. God speed the lad and bring him back safe to see us again is the wish of all his comrades.' Men weren't only dying on the fields of Flanders. Dick Fuller, of Severn Tunnel branch, 'was working his train from London, and while attending at Stoke Gifford, proceeded to go round the cab to oil when he fell off and his head fell over the rail of the next siding on which wagons were moving. The wagons passed over his neck, and the consequences are too sad to relate.'

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Show your support for the **Freedom Riders** in South Yorkshire who are demanding that Northern Rail stops persecuting pensioners and the disabled (and wasting £5,000 a day on heavy-handed security whose bully boy behaviour has been condemned as 'disgraceful and outrageous').

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MATTY DALEY DRIVER WITH ASLEF IN HIS BLOOD

Matthew Daley, BEM, alderman, JP, and retired driver died on 13 September at the ripe old age of 94. Matty started on the railway as a boiler lad at Old Hartlepool in 1935 and then became a cleaner at West Hartlepool. He moved to Stockton-on-Tees, returning to Hartlepool in

1943 after obtaining a mutual exchange.

Matty had ASLEF in his blood. He was passionate about improving working conditions for working class people, and was branch secretary for 28 years until he retired in 1983 when the depot closed. I recall many a row with him over the EQ

brake which he loved and I thought was a waste of money. Once on a work to rule (one of many in the 1970s) he refused to take me as I was wearing jeans and was told to go home; but Matty ensured I was paid for the day.

On retirement he spent much of his time bowling, inside and out,



knocking on doors for the Labour Party, organising the biannual Hartlepool railwayman's reunion and

attending the retired driver's forum at Scalby where, at 93, he wasn't the senior hand!

His funeral service saw a full church with Iain Wright, Labour MP for Hartlepool, previous mayors, and the Hartlepool Male Voice Choir. Matty was widowed twice and leaves a daughter Anne.

Martin Joyce, RMS

DAVID TAYLOR FRIENDLY SMILE

Knottingley depot was shocked by the sudden and tragic loss of David Taylor, 51, a DB Schenker driver, to a heart attack whilst working a service to Drax. On the night the whole railway pulled together. Special thanks to the Freightliner driver who was first on the scene and tried so hard to save Dave before the paramedics reached him.

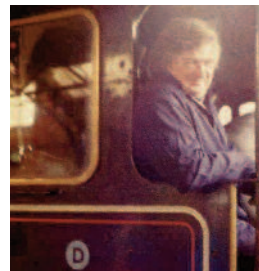
Dave was the depot's definitive quiet man, a no fuss, no bother character, with a 100% perfect attendance record. He joined the railway as a TOPS clerk for EWS in 2000 and became a driver in 2007. I worked with him, both in the offices and as a driver myself, and in all those years I never heard Dave raise his voice or exchange an angry word with anyone. A true gentleman with a quiet manner and a friendly smile. His great passion in life was football, and he followed Sheffield Wednesday and England all over the world. At the funeral service at Rose Hill crematorium, the building was full and standing, with more in the corridors outside, such was the respect and affection with which he was held. One of his fellow Mexborough Owls recounted their football related adventures, the room was full of blue and white shirts, a Mexborough Owls flag covered the coffin, and the final music was *Hi Ho Sheffield Wednesday* with everyone joining in the rousing chorus. Dave leaves his long term partner Karran, a sister and his mother. They were all very touched to see so many of his railway family at the service. Keep smiling, Dave.

Darren Fawcett, Knottingley LDC

FRED MAGGS OLD SCHOOL

Fred Maggs died on 27 June. He was 76 and had been ill with cancer for some time. His funeral was well attended at Weston-super-Mare crematorium on 18 July.

Fred began his railway career as a cleaner at St Phillips Marsh. He joined ASLEF in April 1965, was promoted to fireman and relief driver and eventually got his driver's job at Bath Road diesel depot in the mid 1980s. At privatisation he opted to go and work for Rail Express Systems, eventually moving to



Bristol Barton Hill in 1996. He was now a senior driver keeping the mail trains running on the Birmingham-Derby route as well as teaching younger drivers the road. Fred was strictly old school and particularly

hated wearing yellow HV vests. A number of times when instructed to wear such clothing by management he would swear profanities under his breath, throw the vest over one shoulder and continue up the walking route until he was out of sight. He would then throw the offending vest into the bushes!

Fred will be much missed by his family, sister Fran and brother-in-law Dave, friends and former work mates.

Bernard Kennedy, Bristol

GERRY GEYTON WINDING UP HIS WORK MATES

Gerry Geyton died on 8 September. He was 82 and had been ill with cancer for some time. His wife Barbara died shortly afterwards and their joint funeral was held on 30 September at Taunton Deane crematorium. Gerry was well known at Bristol Bath Road and enjoyed winding up his work mates. He would goad fellow drivers in a full mess room on snowy or foggy mornings by stating loudly that they were all too scared to get out and work! He also enjoyed winding up the guards on the Severn Beach line by getting them to search at the Horseshoe Bend for golf balls! Gerry and Barbara will be much missed by their family, friends and former work mates from Taunton, Bristol and Exeter.

Bernard Kennedy, Bristol branch

ROY BAND A PLEASURE TO WORK WITH



Harry Roy Band has died at 80. He came to King's Cross from Wales via Southall and Old Oak. A great person, with a smile and an endless stream of jokes, a pleasure to work with. When he retired he set up Bandies Do where retired and working KX colleagues meet on the first Friday of March, June and December to have drink and keep in touch. He will be sadly missed, but not forgotten, as his funeral showed. It was standing room only.

Peter Smith, King's Cross

LES BOSKETT A TRUE GENTLEMAN

The funeral of Les Boskett, a true gent, was held at Tewkesbury Abbey. Les was Tewkesbury born and bred, but upped sticks at 20 to Stratford where he became a second man and, later, a driver. When Stratford closed 25 years later he transferred to Gloucester, where ill health prematurely ended his career. Les became diabetic – side effects were colour blindness and the amputation of one of his lower legs – and finally he suffered from the big C, but all this never changed Les. Always a cheerful guy, he was liked by all and will be sorely missed.

Dave Pizzie, RMS

JAMES HEPBURN SMITH THE FLYING SCOTSMAN

Jim, who has died at 84, came to King's Cross from Scotland. We called him the Flying Scotsman, due to an incident when, one frosty morning, he was the driver of a class 31 heading to Hertford North to work a commuter train.

On arrival at Hertford he was turned in to the bay platform. The loco picked its wheels up, every time Jim applied the brake, and it slid the full length of the bay and collided with the stops and demolished them.

Unfortunately, on the other side of the stops is an embankment and the loco leapt over the top and down it, fortunately coming to rest on its nose at the bottom of the bank before reaching the road.

May he RIP.

Peter Smith, King's Cross



We welcome letters, either by email to journal@aslef.org.uk or by Royal Mail to **ASLEF Journal at 77 St John Street, London, EC1M 4NN**. Each month the writer of our **star letter** wins a rich range of ASLEF regalia.



Wasn't Great Britain then

'It's incredibly rare for me to feel I want to offer my opinion,' says Bro Smith (*Journal*, October). It's rare for me, as well, so here are my thoughts. I think Bro Smith should ask his senior drivers what it was like to be around in the Thatcher era. It certainly wasn't a Great Britain back then. Also, it's not that long ago that a train driver's wage wasn't much more than that of a conductor/guard/train manager (delete as appropriate). Remember when a driver's salary was made up of night shift enhancements, mileage, or DOO payments and most of them were given, quite rightly, to the senior drivers, leaving other drivers on basic money.

Our union has stayed strong over the years in negotiations for better terms and conditions, not forgetting salaries. Some drivers nowadays don't realise the pittance the grade was once worth and come into the job looking at the £££ signs rather than the job itself. So, yes, let's move forward, but let's not forget where our present salaries have come from.

David Chapman, Gateshead & Newcastle branch

Man's inhumanity to man

Indeed, Bro Worboys, we are fortunate to live in a civilised society with free speech, thus allowing a response to your opinion (*Journal*, November) regarding wars – 'the causes lie in religion'. There is a rule book for my sect called the Ten Commandments, unfortunately not policed. Currently we are killing 3,000 people every year on the highways and, since the Right Honourable Men in Suits voted in 1967, the medical profession has been given the thumbs up to terminate life before it starts. Beware. Lord Falconer, syringe at the ready, desires to see us retirees off asap. No, Bro Warboys, we must look elsewhere. I suggest it is, basically, man's inhumanity to man.

W Potter, Liverpool

Politicians are all the same

My father was a lifelong Labour voter, passionately so, to discuss any other option when it came to voting was not worth considering. They were the party for the working man, after all! But that was 30 years

JUST A NUMBER TO EMPLOYERS BUT UNION IS EXTENDED FAMILY

Many thanks to all who attended the Feltham Electric branch meeting on 2 October and especially to Mick Whelan, Graham Morris, Nigel Cummins and my two boyfriends Shaun Seymour and Gary Weller. Thanks for the unexpected, but very much appreciated, spray of flowers. Although Fred attends all the branch meetings he had no idea he was to be presented with a 50 year membership medallion and thought he was there to celebrate Steve Rutter receiving his 40 year badge!

Mick mentioned that the families of members share their lives, all the ups and downs experienced by drivers, and this was greatly appreciated as we do support our husbands, wives and children during the whole of their careers, in good times and bad. During the past 23 years Fred was unfortunate enough to be the victim of persecution and harassment by a vindictive management which tried to force him to end his career. It was only due to Fred's willpower, and his little purple book, that he managed to fight for his right to stay until he retired at 65. The disgusting treatment meted out by very senior managers, and inhuman resources, caused great heartache, not only to Fred, but to his family. Fred could not have done this alone, without the full support of ASLEF, functional council, Strawberry Hill LDC and the drivers at Strawberry Hill and Staines who knew Fred's only fault was to be medically restricted.

The day after Fred retired he was



GS Mick Whelan, Sooty and Fred, and DO Graham Morris celebrate 50 years of ASLEF membership

diagnosed with cancer which left me devastated but, as usual, support came from the LDC and drivers at Feltham Electric. I was told to contact the LDC for any help I needed but never received one phone call from South West Trains management inquiring about Fred's condition or to offer any help. We may only be a number to our employers but we shall cherish the support and fond memories of his workmates over the years, and the closeness brought about by belonging to a trade union, an extension of our family who can be relied on to help whenever needed.

Although you may not always agree with everything your union reps say, everything they do is with the best of intentions and for the betterment of all workers. ASLEF has a very proud record of standing up for the rights of all and protecting those who need protecting, and this is why Fred continues to support the branch and will do so for as long as he can. **Yvonne Green (my friends call me Sooty), Feltham, west London**

ago. Today's politicians, of all colours, are exactly the same. Usually from a rich background, most have never been out in the real world and done a proper day's work in their life! They say what the party faithful want to hear (not just Labour, the Tories and Lib Dems, too) but do not follow through on their promises in office.

We have NHS staff in my local hospital

having to resort to food banks. This is not the result of the coalition, this is the result of years of 'We're all right, I'll address it once I'm back from my fact finding trip to Mauritius'. I'm with Phill Amies. We, ASLEF, have more power than the idiots in charge in parliament and we should be using that strength to help, not just ourselves, but the nurses resorting to food banks rather than helping to fund fact finding

missions! And that means being open to not just Labour politicians these days.

Tony Barrett, Virgin West Coast, Preston, Lancashire

Tar, brush and politicians

I cannot agree with Chris Dodd (*Journal*, November) who blames Labour, Conservative and the Liberal Democrats for the 'greedy, selfish and aggressive' attitudes of the bankers who brought the world's financial system to the brink of collapse. You, Chris, being a retired member of ASLEF, like me, will I'm sure appreciate that every state benefit we enjoy as pensioners (free prescriptions, eye tests, hearing aids, bus travel, TV licences and the winter fuel allowance) all came from a Labour government. Please don't tar all parties with the same brush and remember, when you call for a new political party to be formed, to be careful what you wish for...

John Priseman, RMS

Support I received

I have recently been involved in an individual grievance procedure with the company and was represented by ASLEF. I want to express how happy I am with the support I received from my LLC, Terry Greenwood and Chris Carey, with their advice and guidance, and also Dave Sullivan who represented me through stage two and stage three of my grievance. His professionalism was unquestionable and, on both occasions, he more than proved that I had been aggrieved by the company. Although the result of my grievance was unsuccessful, I am aware that sometimes decisions are made before meetings have taken place and I believe this to be the case here.

John Edwards, CrossCountry, Cambridge

Questions? Answers!

Re Karen Tily's response (*Journal*, November). This is becoming quite farcical. Not once has my question been answered. All I have received is the typical rhetoric that does not give simple answers to simple questions.

I am unable to attend branch meetings because of personal problems which I am not willing to broadcast to every Tom, Dick and Harry. I have asked if I could raise the subject by letter at the branch and been told no. The branch isn't always accessible for members and, in those circumstances, as a duty of care issue the union should allow every individual the ability to have questions raised and dealt with fairly.

I am not, and have never said, I'm a struggling worker and suggesting that I should march against a government from a socialist standpoint is showing the true

colours of this union which is supposed to have no political affiliations.

I will continue to answer questions, not only via the union, but to other bodies, as this is becoming a simple discrimination issue and is, therefore, against the law. Please educate yourself by reading about discrimination at work and realise this action is a blatant discriminatory practice and, therefore, illegal.

John Hardesty, Earls Court

○ Mick Whelan says: 'It's not a discrimination issue, John, and it's not against the law. And our rule book, to which you signed up, states that ASLEF is affiliated to the Labour Party and that one of the union's objects is to assist in the furtherance of the labour movement towards a socialist society.'

Do the woodland rock

It was pleasing to learn that company council rep Andy Botham went to the pub to celebrate the fact that the great crested newts on the

site of the new station at Ilkeston in Derbyshire were discovered and rescued before their colony could be destroyed by building works (*Journal*, September). It confirms he is aware that loss of biodiversity is one of the greatest threats facing mankind, up there with many of the other serious issues for which ASLEF campaigns. The Woodland Trust says HS2 will lead to the loss of 41 irreplaceable ancient woodland sites.

Peter Reynolds, Deiniolen, Caernarfon

Thanks, Terry

I would like to express my appreciation of the exceptional representation I have received from our union and, in particular, executive committee member Terry Wilkinson. In what was, and continues to be, a very problematic situation for me, health wise, Terry and ASLEF supported me and my family continuously throughout a very difficult period and I'll be forever grateful.

J Fenwick, East Ham branch

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*And in the frosty season,
when the sun was set, and
visible for many a mile
the cottage windows blazed
through twilight gloom*

Whether you're looking for a present to give, or to receive, there are lots of books (some of them railway-related) on the bookstore and Amazon shelves this year. **KEITH RICHMOND** slips between the Christmas covers...

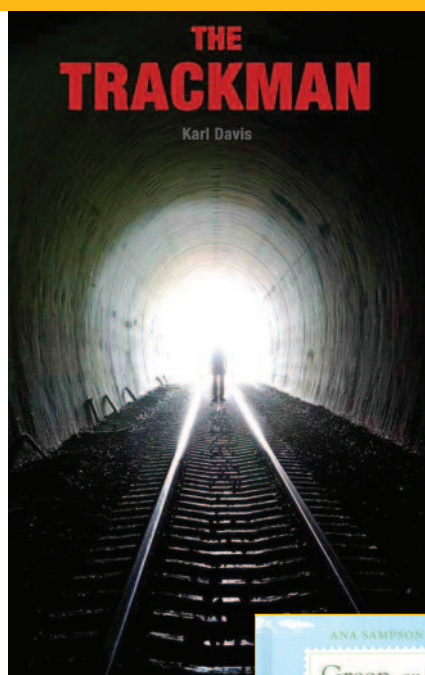
As Anthony Powell dryly put it in *A Dance to the Music of Time*, his twelve volume cycle of state of the nation novels, *Books Do Furnish a Room* and lots of us will be happy to open a book – a real, traditional, dead tree version, printed on paper, or an electronic version downloaded for Kindle Fire – on Christmas Day.

The British – the English in particular – have long idealised the beauty of our landscape; before and, especially, after the Industrial Revolution which saw most of the people of these islands leave the land and the scythe for the looms of the towns and cities. Pastoral may well romanticise its subject – where is the grinding poverty of peasant life, the back breaking toil in bad weather and animal dung – but it has always had a powerful pull on our collective imagination as Ana Sampson points out in her introduction to *Green and Pleasant Land* (Michael O'Mara, £9.99) the fourth sparkling anthology of poetry she has edited.

‘A room without books is like a body without a soul.’ – **Marcus Tullius Cicero**

The title of this collection about the British countryside comes from William Blake – ‘Till we have built Jerusalem / In England's green and pleasant land’ – and there are lots of other lines here you will remember, or half remember, including John of Gaunt's speech from Shakespeare's *Richard II* – ‘This royal throne of kings, this sceptre'd isle ... / This blessed plot, this earth, this realm, this England’ – John Masefield's ‘I must down to the seas again’ and Robert Browning's *Home Thoughts, from Abroad* – ‘Oh, to be in England / Now that April's there’ – and Thomas Gray's *Elegy Written in a Country Churchyard*, ‘The curfew tolls the knell of parting day...’

Although it is not her intention to plot the Great Tradition in English poetry, there is work here by some of the greatest poets writing in English, including Geoffrey Chaucer; Edmund Spenser; John Milton; Alexander Pope; William Wordsworth; Samuel Taylor Coleridge; Percy Bysshe Shelley; John Clare; John Keats; Alfred, Lord Tennyson; Matthew Arnold; Thomas Hardy; Gerard Manley Hopkins; AE Housman;



On the write lines:
Karl Davis, Stewart Sutherland, Andrew Martin, Christopher Vine and Ana Sampson serve up some splendid Christmas pudding

Rudyard Kipling; Edward Thomas; Rupert Brooke; TS Eliot; Laurie Lee; Dylan Thomas; Philip Larkin; and Ted Hughes.

Most homes have – or should have – a poetry anthology or two on the shelf. But if you don't – or if your old copy of *Palgrave's Golden Treasury* is falling apart, invest in this book. It makes a perfect present (or you may want to keep it yourself). One word of warning, though. Once you dip in and plunder a poem or two you won't want to stop...

‘A book is a gift you can open again and again.’ – **Garrison Keillor**

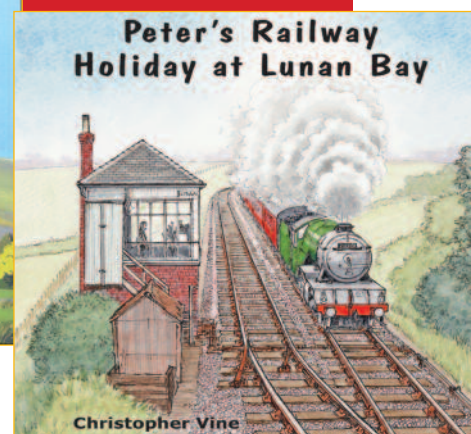
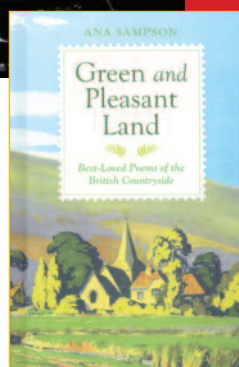
Andrew Martin, whose fiction includes the *Necropolis Railway* series of Edwardian thrillers featuring the railway policeman, Jim Stringer, and whose non-fiction includes *Underground, Overground: A Passenger's History of the Tube*, goes in search of lost times, and lost journeys, in his new book *Belles & Whistles* (Profile, £15.99). He recreates five famous journeys from the golden age of rail – the Golden Arrow; Brighton Belle; Cornish Riviera; Flying Scotsman; and Caledonian Sleeper – by travelling on their modern equivalents. Martin has a good eye, a good ear, and a lovely, languid style. And, like the best travelling companions, he tells lots of interesting little stories along the way.

Karl Davis, a driver with DB Schenker, ASLEF activist, and prolific blogger, who has written several articles for the *Journal*, has now knocked out his first novel. It's called *The*

GREED

From Gordon Gekko to David Hume

Stewart Sutherland



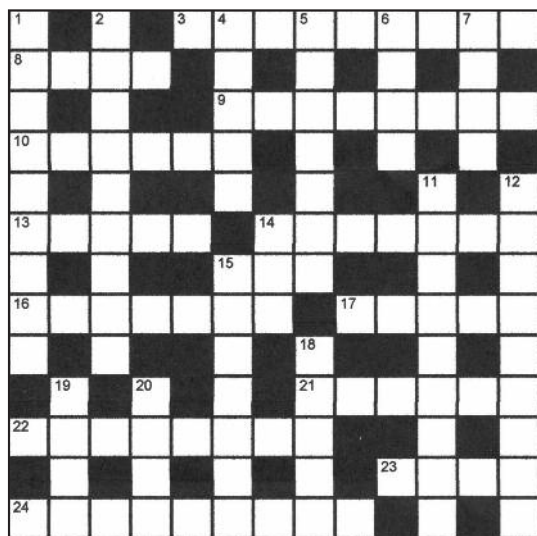
Trackman and is a thriller, set in London, Newcastle, and Hull, about a detective trying to track down a cold-blooded killer who ruthlessly targets railway employees. ‘I started writing a short story during my counselling, following a fatality in 2002,’ says Karl. ‘That story changed, and morphed, over the years, until it became a finished 142,000 word e-book!’ *The Trackman* is available to buy on Kindle (£2.51) from Amazon and Kobo.

‘A house without books is like a room without windows.’ – **Horace Mann**

If you're looking for a little something to pop in someone's stocking, I can recommend *Greed* by Stewart Sutherland (Haus, £7.99). In what is really an essay, rather than a book, the academic, and crossbench peer, examines his subject from the age of David Hume who, in *A Treatise on Human Nature* in 1739, argued ‘avidity is destructive of society’ to Gordon Gekko who, in Oliver Stone's 1987 film *Wall Street*, famously claimed that ‘Greed is good.’

And if you want something for the little ones, look for the revamped Peter's Railway series. *Holiday at Lunan Bay* (£4.99) with words by Christopher Vine and watercolours of an East Coast HST and an old LNER V2 class loco by John Wardle will keep the young ones, and the old ones, entertained while you wash up, walk the dog, or sleep off the Christmas turkey.

Prize Crossword number 104 by Zebedee



Solution to prize crossword number 103 which appeared in the November edition of the *ASLEF Journal*

Across: 6 Unprincipled 8 Snigger 9 Nudge 10 Alto 12 Bolero 14 Augur 15 Direct 16 Wild 19 Nurse 21 Taffeta 22 Contrariwise

Down: 1 Splinter 2 Virgo 3 Scorn 4 Sponsor 5 Vend 6 Upstanding 7 Second-rate 11 Gut 12 Bus 13 Epidemic 14 Accepts 17 Stray 18 Affix 20 Riot

Congratulations to **Keith Smith** of **Top Valley, Nottingham** who was last month's winner.

Across

3 Attract strongly (9)
8 Soon (4)
9 Brown sugar (8)
10 Baby's toy (6)
13 Summons (5)
14 Inflatable rubber bag (7)
15 Mountain pass (3)
16 Exhibit (7)
17 Blood vessels (5)
21 City district maze about to cause infection (6)

22 Odd (8)

23 Visage (4)

24 Stem from (9)

Down

1 Predatory fish (9)
2 Good for nothing (9)
4 Appended (5)
5 In name only (7)
6 Conservative (4)
7 Ride waves (4)
11 Law enforcer (9)
12 Lacking moral

restraints (9)

14 Lad (3)

15 Wariness (7)

18 Brimless cap (5)

19 Legal successor (4)

20 Breathing organ (4)



MARKS & SPENCER

The winner of this month's crossword will receive Marks & Spencer vouchers to the value of £25

Name.....

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Thanks for all your responses to the 103rd ASLEF crossword in the November edition. If you successfully complete this month's crossword please send the solution to the Editor, *ASLEF Journal*, 77 St John Street, London, EC1M 4NN by 14 December

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